

Record of Telephone Conversation

Name: Glenn Howland Cert # [REDACTED]
Address: [REDACTED]
Phone: [REDACTED]
Date: July 10, 2015
Description: Post-accident interview

I spoke with the pilot Glenn Howland Certificate # [REDACTED] about the accident at Johnson Creek airstrip on 06-18-2015.

Mr. Howland stated that he had not flown for 5 years. He purchased the aircraft and received training to get current and receive his tailwheel rating. On the day of the accident Mr. Howland loaded 237 lbs of gear, a 145 lb copilot (Jeff Behr, who was also current in the aircraft) and fuel into N9636K, a Piper PA-20 equipped with a Lycoming O-290, 135 HP engine. He took off from Corvallis, OR (CVO) and flew to Enterprise, OR (8S4) for breakfast. He had trouble with directional control on landing and take-off. He also had a tailwheel shimmy. He flew to Joseph, OR (JSY) topped off with fuel and departed for Johnson Creek airstrip (3U2) at Yellow Pine, ID (altitude 4933). Mr. Howland stated that the empty weight of the aircraft is 1023 lbs @ +17 cg, he is 170 lbs, his copilot is 145 lbs, gear 237 lbs, full fuel 217 lbs (36 gallons X 6.02 lbs/gallon). The gross weight of the aircraft is 1800 lbs. Upon take-off at JSY the aircraft was 8 lbs under gross weight at 1792 lbs @ 23.36 cg. He arrived at 3U2 at 1420 local time weighing approximately 1754 lbs @ 22.91 cg (fuel burn of 6.4 gal=38lbs). The temperature at 3U2 at 1420 was approximately 85 degrees, density altitude approximately 8000 ft. Due to a midair collision 2 years ago pilots are making standard left traffic for Runway 17. Runway 17 is the preferred runway for landing and is uphill. There is rising terrain and a house on the south end of runway 17. The pilot was fourth in line for landing with 2 following. He turned final and was too high. He put the aircraft into a slip to lose altitude. The airstrip was lined by approximately 60 aircraft on each side raising Mr. Howland's anxiety due to his directional control issues at 8S4 and JSY. The other 3 aircraft were also positioning to park at that time. When over the threshold he came out of the slip, his forward speed and descent rate were too high. Mr. Howland touched down and bounced about 10-15 ft into the air. He added power to stabilize the aircraft. He again touched down and bounced. At this time he added full power and attempted a go around. At the high density altitude the aircraft performance was not enough to establish a positive rate of climb so Mr. Howland attempted to make a slight left turn to fly through a lower area of trees just to the left of the south end of the runway. The copilot warned him not to stall the aircraft. The left wing began to drop due to the slow speed of the aircraft. He was able to get the wings level but then the left wing struck a large pine tree about 30 ft up. The left wing was torn off the aircraft. The aircraft flipped over and landed on the hood of a Chevy Suburban.

[REDACTED]
Dan E Frandson
Aviation Safety Inspector